



**MEMORANDUM
BOARD OF COUNTY COMMISSIONERS
OFFICE OF LEGISLATIVE ANALYSIS**

TO: Honorable Rebeca Sosa,
Commissioner, District 6

DATE: June 9, 2004

FROM: Amy Gonzalez-Hernandez, Esq.
Chief Legislative Analyst

SUBJECT: Broward County Port Authority

Per your request, information about the disestablishment of the former Broward County Port Authority is summarized below. Each reference footnoted below and a history of Port Everglades are attached.

In November 1994, after conclusion of a two-year transition, the Broward County Port Authority, a.k.a. Port Everglades Authority, was disestablished after 67 years as an authority. It had been created in 1927, and its functions were assumed by a new department of Broward County government.

The primary reasons cited in press reports were:

- Public outrage about "loose-spending" by the Authority¹
 - "Filet mignon dinners, first-class travel, \$10,000 for tickets to Miami Dolphins and Miami Heat sporting events...[and] seven gold rings for commissioners;"²
 - High port salaries;³
 - \$60,000 worth of lavish furniture for the Authority;⁴
- Federal corruption investigations and "charges against three people: Lawyer Eli Fields was convicted on tax and mail fraud charges..., former port commissioner Walter Browne was acquitted on tax and mail fraud charges ...[and] former port commissioner Joseph DeLillo" was indicted on federal tax charges;^{1 & 5}
- Alleged kickbacks to a former Broward Republican Party Chairman to get work on bond issues;⁶
- Plans to establish a sludge treatment plant and medical incinerator on port property;⁷
- Recommendations to consolidate the airport and seaport under a single authority under the County Commission by the Horizon Project (a Broward County blue-ribbon panel that was established to chart the County's future economic development.)⁸

Please refer any questions about this report to Gary Collins at ext. 1826. We would be pleased to provide additional information on this or other matters as you may desire.

¹ Joseph Tanfani, April 21, 1994, County Steers to Port Cautiously, *The Miami Herald*, p. 1BR.

² Ronnie Greene, November 18, 1994, Port Everglades Authority's Stormy Tenure Ends, *The Miami Herald*, p. 1BR.

³ Joseph Tanfani, November 30, 1994, County Seeks Ways to Cut Pension Perks at Port, *The Miami Herald*, p. 2BR.

⁴ Joseph Tanfani, December 24, 1994, County Commissioners Lay Claim to Port's Fancy Furniture, *The Miami Herald*, p. 1BR.

⁵ Ronnie Greene, October 28, 1992, DeLillo Facing Felony Charges, *The Miami Herald*, p. 1BR.

⁶ Ronnie Greene, October 28, 1993, Government Informant Gets Stiff Sentence for Tax Fraud, *The Miami Herald*, p. 1BR.

⁷ Connie Prater, March 13, 1995, Broward's Best: Eight Who Made a Difference, *The Miami Herald*, p. 2BR.

⁸ Scott A. Zamost, June 26, 1986, Report: Lead Port, Airport, Together, *Sun Sentinel*, p. 1B.

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Miami Herald, The (FL)

April 21, 1994

COUNTY STEERS TO PORT CAUTIOUSLY

Author: JOSEPH TANFANI Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 1BR

Estimated printed pages: 6

Article Text:

The tugboat Cape Canaveral, a 4,000-horsepower brute, chugs slowly past a bustling **Port Everglades**.

A freighter stacked high with metal containers cruises into the **port**. Construction crews work at a new parking garage. Other ships tie up waiting to unload fuel -- just about every tankful of gasoline consumed by car-crazy South Florida arrives here. Pilot Mitch O'Neal watches as another tug carefully nudges the freighter Adrian next to a concrete berth. It takes a delicate touch, he says.

"Getting boats into certain places quickly, without tearing anything up, is the biggest challenge we have," he says. "Generally, it works out rather well."

These are tricky times all around at **Port Everglades**. After 67 years under an independent and often controversial **Port Everglades** Authority, the seaport is preparing to set a new course as a department of Broward County government.

On Nov. 23, the seven-member authority will vanish, wiped away by Broward voters outraged at the authority's loose-spending ways. Everything now in the hands of the **port** authority -- the behemoth \$7.9 million cargo cranes, the cruise ship terminals, the gleaming cherry office furniture -- will come under the control of the seven county commissioners.

"There's a lot of speculation going on," O'Neal said. "I have no idea what these guys are going to do when they get in here. It's a political animal."

Don't look for a wave of change, says county administrator Jack Osterholt. He's not planning to clean house. **Port** director James J. O'Brien will keep his job. Leases will stay in place.

In fact, Osterholt and staff have worked doggedly for months to reassure jittery **port** businesses they won't be able to tell the difference.

"We hope people who use the **port** never know what day the transition occurs," he says.

There's a reason for all the caution -- nobody in County Hall wants to mess up what an administrator calls "the golden goose." During the past decade, as controversy raged about \$1,000 gold rings and stone crab feasts, **Port Everglades** was bulking up into an economic leviathan. Phillip Allen, county finance director, figures it's now second only to tourism as a force propelling Broward's economy.

"It's important to us," Osterholt says. "People don't depend on our human services department to make a living, but they depend on the **port**."

Port Everglades is more of a gigantic waterfront industrial park than a typical government agency. Boosters claim that 20,000 jobs are directly associated with the seaport. And, unlike other county agencies, **Port Everglades** makes money. Net income was \$2.8 million last year and \$4.1 million the year before that.

Trucking companies and stevedores move cargo: bulk cement, lumber, petroleum. Warehouses store it. The **port** is jammed with 264 petroleum tanks, huge silos for cement, stacks of lumber. Thousands of trucks a day rumble up and down Eller Drive.

There are small mountains of rusted scrap metal ready to be shipped overseas and trailer-sized cargo containers stacked everywhere. Weekends, trucks from ship chandlers buzz up and down the cruise-ship berths, restocking the shops, bars and refrigerators on the floating hotels.

After runaway growth during the 1980s, **Port Everglades** is the second-busiest cruise **port** in the world, behind only the **Port** of Miami. Largely fueled by a boom in day-trippers, **Port Everglades'** passenger traffic increased tenfold since 1984; more than 2.3 million cruise passengers departed the **port** last year.

There has also been a 450 percent jump in the business of hauling cargo containers, used increasingly because they can be moved from truck to train to ship.

Administrators and business people say the **port** management, for all its excesses, has made some astute moves over the years. Once mainly a petroleum **port**, the facility has diversified. Now it collects 75 percent of its revenues from other operations.

"**Port Everglades** has been a real success story," said Robert Jackson, a senior harbor pilot. "In spite of some of the bungling and missteps."

Those missteps defined **Port Everglades'** image, at least close to home. "We sold a lot of newspapers," spokesman Dave Miller said.

Stories of cronyism spawned a federal corruption investigation that produced criminal charges against three people: Lawyer Eli Fields was convicted of tax fraud, and former **port** commissioner Walter Browne was acquitted on tax and mail fraud charges without putting up a defense. Former **port** commissioner Joseph DeLillo awaits trial in a three-count tax case.

Perhaps more damaging were the revelations of spending: Along with the seven gold rings, gifts from staff to **port** commissioners, the authority spent thousands in public money on tickets to ballgames, opera passes and other goodies for customers.

"Our people were hesitant to tell people where they worked," **port** director O'Brien said. "There were sniggers, jokes, that kind of thing. I think they're proud now to say they're associated with **Port Everglades**."

The low-key O'Brien, who has 28 years of experience, took over the **port** in January 1991 after former director Joel Alesi resigned under pressure. O'Brien worked at tightening controls and squelching excess. It has been years since the **port** threw a big party for customers. Now, county administrators say, the **port** is even reluctant to spend money to replace an obsolete phone system.

"I have not seen anything that leads me to believe there's a problem" in **port** management, Osterholt said of O'Brien. "In his own quiet way, he's a pretty aggressive manager."

On Nov. 23, the offices of the seven **port** commissioners -- five elected, two appointed -- will be abolished. The seaport will become a county department, just like the airport.

And just like the airport, law says seaport revenues must be used for a **port** purpose. The county can't raid **port** profits to reduce property taxes. "Even if we had the inkling in our eyes, (debt payments) would keep that from happening," says Allen, the county finance director.

The **port** authority has the ability to levy a special property tax of up to \$2.50 per \$1,000 of assessed valuation. Anger over the last **port** levy, in 1989, helped sink the **port** government. Authorization for the special **port** property tax dies with the authority in November.

Osterholt says another big effect of the county takeover will be to make O'Brien more independent.

"**Port** commissioners only have one thing to worry about, but that level of attention will not happen at the County Commission. So Mr. O'Brien's powers will go up significantly," he said.

The transition will not be without problems. Probably the most difficult will be trying to fit **port** employees, with their generous salaries, into the county's pay structure. Counting lower health premiums and sweeteners like retirement fund contributions, **port** employees average 20 or 25 percent more than similar county jobs.

Port commissioners are expected to vote on a proposal today that would allow nonunion **port** employees to cash in their vacation and sick-time pay before the November takeover.

Some **port** employees, like O'Brien, will have their salaries frozen when the county takes charge. At \$137,000 a year, O'Brien will immediately become the highest-paid person in county government. In contrast, Osterholt is paid \$118,000 and Sheriff Ron Cochran gets \$103,000.

Port firefighters, a separate 33-member agency, are resisting a merger with the county department. The union even tried to persuade the state Legislature to protect them, but the bill died. Joseph Benavides,

union local president, said he's not giving up.

"Everybody wants to maintain what they have," he said. "A lot of people are running scared."

There's also the unfinished business of WorldGate -- 275 acres of vacant land owned by developer Michael Swerdlow, a huge planned marina, hotel and commercial development that hasn't happened. Port people are pushing the county to buy it, and talks were under way last fall. Projections say the port will run out of space for cargo businesses in about five years and that land could be needed.

But the deal blew up after word of the negotiations got out and several county commissioners criticized the idea. Swerdlow was asking between \$80 million and \$100 million.

Osterholt agrees with port people who say the purchase of the Swerdlow tract is inevitable -- but not for a while.

"We have to wait until we can make a good business decision and it cools off politically, because it was way overplayed by the seller," Osterholt said.

If Florida voters approve casino gambling, the county will almost certainly have to decide whether it wants to permit a big casino hotel to be built next to the convention center at the port's northern end. Several casino companies already are sniffing around the vacant property. O'Brien says a casino would be fought by day-cruise operators, who wouldn't want the competition.

Also up in the air is the question of what happens to all that polished cherry furniture in port offices.

"Maybe a garage sale," O'Brien said. "But not for a while. Somebody might get a little bit upset if you moved it down to the parking lot now."

CUTLINES:

ALAN FREUND / Herald Staff

MBO CARGO SHIP: Behemoths like this freight container ship have made Port Everglades one of the busiest harbors in the United States. Come November, the task of overseeing the huge port will fall into the hands of the Broward County Commission.

STEVEN SHAVER / For The Herald

BIG-TIME OPERATION: Giant gantry cranes along the Intracoastal Waterway in Port Everglades have helped move the port into the era of containerized shipping.

Caption:

color photo: Freight container ship in Port Everglades harbor (a); photo: Giant gantry cranes along the Intracoastal Waterway in Port Everglades (b); map: Port Everglades

Memo:

TARGET

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Miami Herald, The (FL)

November 18, 1994

PORT EVERGLADES AUTHORITY'S STORMY TENURE ENDS

Author: RONNIE GREENE Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 1BR

Index Terms:

BROWARD PORT EVERGLADES AUTHORITY END

Estimated printed pages: 2

Article Text:

Sixty-seven years old and dubbed obsolete by the voters of Broward County, the **Port Everglades** Authority went out of business Thursday.

"For the very last time, I'd like to adjourn the meeting of the **Port Everglades** Authority," **Commission** Chairwoman Mary Anne Gray announced at 4 p.m. sharp.

"Would the last **port** commissioner who leaves please turn out the lights?" quipped her colleague, Jim Kane.

With those words, an important piece of Broward County's political history served up its final chapter. Beginning Tuesday, the County **Commission** will assume control of the **port's** operations.

The seaport's staff -- administrators, terminal workers, janitors -- will keep their jobs. As will James J. O'Brien, the director. But the seven **port** commissioners will no longer steer the **port's** business.

From now on, just call it the **Port Everglades** Department.

The seaport has long been a bustling business success. Its cruise ship business is the envy of **ports** across the country. Its locale and deep-water harbor welcome not only tons of cargo, but tons of sailors looking for liberty on South Florida's shores. Its budget: \$44.8 million. Economic impact to Broward County: \$3.5 billion.

But **Port Everglades** tripped itself up five years ago when it dipped into the wallets of Broward taxpayers.

Taxpayers, angered by a new tax, turned furious at news reports of the seaport's lavish spending. Filet mignon dinners, first-class travel, \$10,000 in tickets to Miami Dolphins and Miami Heat sporting events games -- all on the public tab.

A former **port** director even bought seven gold rings for commissioners as a token of appreciation -- again on the public tab. The **port** later killed the tax and sold the jewels to a swap shop, but the damage was done.

The public's anger turned to action. In 1992, voters overwhelmingly agreed to abolish the seaport authority's political seats. The Florida Legislature allowed two years for a transition period. Those two years ended with Thursday's final gathering.

Some business was done Thursday -- lease agreements were approved, terminal improvements given the go-ahead -- but mostly the meeting was a chance to say goodbye.

County commissioners handed out proclamations honoring each of the seven **port** commissioners. There will be a Mary Anne Gray Appreciation Day in Broward County. A Tom McDonald Day. A Doris Altier Day. Days for Charles Boyd, Jim Kane, Herb Myers and Jim Weldon.

There will also be a Helen Ferris Day. The untiring **port** watcher, a 76-year-old retiree as knowledgeable about the **port's** affairs as any insider, will be honored with a Helen Ferris Appreciation Day Dec. 7.

She was thankful, but couldn't forget the **port's** ways. "I'm sorry it didn't happen 50 years ago," Ferris said of the county's takeover. "It would have saved the county a lot of embarrassment -- and the taxpayers a lot of money."

The authority's demise comes 67 years after its formation in 1927. In 1930, the first four commissioners were elected -- Floyd L. Wray, John D. Sherwin, Thomas E. Swanson, A.J. Ryan.

Commissioner Kane, one of just two of the seven around during those heated tax hearings in 1989, admitted the final day choked him up a bit.

"This is a very difficult moment for me," he said from the dais. "The discovery of the jewelry -- I hope that's not the only legacy that's left for the people of Broward County."

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Miami Herald, The (FL)

November 30, 1994

COUNTY SEEKS WAYS TO CUT PENSION PERKS AT PORT

Author: JOSEPH TANFANI Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 2BR

Estimated printed pages: 2

Article Text:

Broward County commissioners want to figure out whether to slice an extra premium from the paychecks of 139 employees at **Port Everglades** -- and they don't want anybody listening when they do.

The commissioners will meet behind closed doors Dec. 6 to figure out how to deal with another headache created by the **Port Everglades** takeover -- the port's generous habit of matching employee contributions to a pension plan. The cost runs to some \$230,000 a year.

"We take exception. We think they ought to do it in the sunshine," said Joseph Benavides, president of a union representing **Port Everglades** firefighters. He's been fighting for two years to keep intact his members' higher pay and benefits. He says the union may file legal action to keep the meeting open.

Florida's public meetings law requires government to let the public in on their decisions and discussions. However, it does allow exceptions under certain circumstances, including labor negotiations and talk about lawsuit strategy. Broward County Attorney John Copelan says the port issue qualifies either way, since a lawsuit is likely.

The port's 67-year history under an independent government ended last week, when it became a department of Broward County. One problem: the port paid much better than the county does. Some port employees will have salaries frozen for years, until their county colleagues catch up.

Port employees also got the chance to enroll in an extra pension plan, on top of the state pension system; the authority matched contributions up to 5 percent of pay. Other county employees get no such matching payments. State Attorney General Bob Butterworth, in an opinion solicited by the county, said the county is under no obligation to do so.

County **Commission** Auditor Norman Thabit worries that paying the money would cause other county union members to demand it, too. The total cost would be \$6 million a year, he said.

"If we don't check that now, we're going to get buried," Thabit said.

Finance director Phillip Allen said there's no way the county would extend that benefit to any other employee.

Commissioners want a closed meeting to discuss strategy in the sensitive case -- they don't want to be on the hook for the money, but they don't want to offend unions or be hammered in court, either.

Benavides says his union will fight to preserve the 5 percent match. He says employees earned it, and says it's unfair for the county to take it away.

"The employees of **Port Everglades** never got a fair shake from the county, and it doesn't look like they ever will," he said.

WHAT THE COMMISSION DID

The Broward County **Commission** also took up the following issues on Tuesday:

- * Emergency operations: Decided to spend \$5 million to build a new emergency operations center at Broward Boulevard and Pine Island Road. The county says it needs a hurricane-proof building so government operations could keep running during storms. The vote to approve the expense was 6-1; Commissioner John Rodstrom didn't think the expense was justified.

- * Mental health: Agreed to spend \$800,000 to buy the Seafeld Center South, 5151 SW 61st Ave. in Davie, and convert it into a residential treatment center for 20 mentally ill people.

- * Land purchase: Committed \$500,000 toward the \$1.4 million purchase of Whispering Woods, 15 acres of slash pine and bald cypress at Wiles Road and Riverside Drive in Coral Springs. The city and county will buy and preserve the land.

Memo:

See WHAT THE **COMMISSION** DID box at end of text

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Miami Herald, The (FL)

December 24, 1994

COUNTY COMMISSIONERS LAY CLAIM TO PORT'S FANCY FURNITURE

Author: JOSEPH TANFANI Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 1BR

Index Terms:

BROWARD COUNTY PORT FURNITURE

Estimated printed pages: 2

Article Text:

Broward County commissioners have decided to give themselves a little Christmas present: the infamous mahogany- finish furniture from **Port Everglades**.

The walnut furniture purchased by the now-defunct **Port Everglades** Authority will be moved into offices of commissioners and their aides on Friday, after new carpet is installed. The furniture, worth \$60,000 new, became part of the record of lavish spending that sank the **port commission**.

"It started with a joke between me and Jim Kane at lunch over two years ago," said County Commissioner Lori Parrish. Kane, a close friend, was one of the seven **port** commissioners. "Then I decided: It's not a joke. I want it."

She wrote Kane a letter and signed it: "Lusting for your furniture."

Parrish put dibs on three desks, Kane's for her and the others for her aides. She'll be getting Kane's chair, file cabinet and credenza, too. Other commissioners and aides jumped in. John Hart's is the only **commission** office that won't be getting any furniture.

"Horrible stuff," Parrish said of her current desk. "That Danish modern style. Particle board. I think it had termites and was fumigated."

The **port** authority went out of business Nov. 22, after outraged voters decided to make the **port** a branch of county government. Depreciated value of the furniture was set at \$24,000; the county will

send a check to the **port** to cover it.

County Finance Director Phillip Allen said commissioners need new furnishings anyway. Selling the furniture probably wouldn't have brought in what they're worth, he said.

"It's not like gold rings," he said, speaking of the **port** **commission's** most notorious purchase. "Furniture doesn't have a whole lot of sentimental value."

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Miami Herald, The (FL)

October 28, 1992

DELILLO FACING FELONY CHARGES

Author: RONNIE GREENE Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 1BR

Index Terms:

DELILLO PROBE

Estimated printed pages: 2

Article Text:

A federal prosecutor on Tuesday contradicted Gov. Lawton Chiles' staff's conclusion that **Port Everglades** Commissioner Joseph DeLillo faces misdemeanor -- not felony -- charges, a ruling that allows him to stay in office and collect a pension.

The governor, the beneficiary of fund-raising drives by DeLillo's attorney, declined to suspend the commissioner after his two-count federal tax indictment. Chiles' legal counsel, J. Hardin Peterson, said DeLillo could serve out his term because he was "charged with a misdemeanor."

"That's no misdemeanor, no way," said prosecutor Jeffrey H. Kay, who called Peterson after reading his comments. "I notified them they were felonies. That's my job. Whatever they do is up to them."

Still, Peterson said DeLillo won't be suspended, which means he'll qualify for a **port** pension of up to \$3,000 a year when his term ends next month. DeLillo had led an effort to increase **commission** pensions.

Normally, the governor suspends a public official in the case of a felony, or in the case of a misdemeanor arising from public duties.

But in DeLillo's case, the governor's office interpreted the law in a way that he could remain in office. Though the charges were federal, the governor's staff said it must examine them as if they were state charges.

A comparable state offense -- filing a false corporate tax return -- is a misdemeanor, Peterson said. So the governor views DeLillo's charge as a misdemeanor, grounds to keep him in office.

DeLillo's attorney, Edward Kay, lobbied the governor's staff. Kay -- not related to the prosecutor -- was identified by Florida Trend magazine as one of the people "Who Can Get to Chiles."

"It is very likely I will be representing Joseph DeLillo and the nature of this letter is nothing more than a legal one, although I would appreciate your confidentiality," Kay wrote Oct. 20 to Debby Kearney, who was reviewing the indictment for Chiles.

The charges have "nothing to do" with DeLillo's **port** duties and DeLillo had less than one month left to serve, Kay wrote.

A day later, Kearney wrote Chiles recommending against suspension.

When **Port Everglades** Commissioner Walter Browne was indicted, Chiles suspended him. Browne was indicted over personal affairs, but Kearney said the difference is that his 14 mail fraud charges would be a felony under state law.

Kay's connections played no role in DeLillo's case, Chiles spokesmen David Rhea said. "Absolutely not. The letter certainly was reviewed, but all evidence was considered in this independent investigation."

Caption:

photo: Joseph DeLILLO

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Article Bookmark(OpenURL Compliant): Miami Herald, The (FL) : DELILLO FACING FELONY CHARGES

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Miami Herald, The (FL)

October 28, 1993

GOVERNMENT INFORMANT GETS STIFF SENTENCE FOR TAX FRAUD

Author: RONNIE GREENE Herald Staff Writer

Edition: BRWRD

Section: BRWD N

Page: 1BR

Index Terms:

FIELDS SENTENCE

Estimated printed pages: 2

Article Text:

A convicted lawyer who is telling federal prosecutors stories of kickbacks and corruption in Broward County political circles stood before a sentencing judge Wednesday and asked for mercy -- but didn't get it.

Eli Louis Fields received five years and nine months in prison for concealing more than \$444,000 on his tax returns, mostly from fees on government contracts involving **Port Everglades**, the Broward School Board and the Broward County **Commission**.

Convicted in July in the tax-fraud case, Fields was facing a second indictment charging that he ran his law firm as a racketeering enterprise. In September, he cut a deal with the government, pleading guilty to one count in the second case and agreeing to cooperate with agents.

He now says he funneled \$145,000 in kickbacks to former Broward Republican Party Chairman William Glynn, who helped him get legal work on **Port Everglades** bond issues. Glynn, who is close to several former **port** officials, denies the accusation.

But Fields found out in court Wednesday that his cooperation in the second case did him no good during sentencing in his first case.

U.S. District Judge William Zloch ordered the stiff prison term after ruling that Fields perjured himself during his tax trial when he denied intentionally breaking the law.

"Did you intentionally under-report your income?" Fields was asked at trial. Three times, he answered, "I did not."

As Zloch delivered his sentence, Fields, 61, put his head down and raised his hands to his pursed lips. He faces a longer term than New York hotel queen Leona Helmsley, who got four years for cheating the government out of more than \$1.2 million in federal income taxes.

The prison term will "send a message" to others in Broward that white-collar crime doesn't pay, Assistant U.S. Attorney Jeffrey Kay said.

"It's a stiff sentence, but we're talking a lot of money and it's appropriate," Kay said later. "The legal community was watching this case, the politicians were watching this case, the underwriters were watching this case. And it's an important case."

Fields' attorney, Paul Lazarus, said he plans to appeal the sentence. But the plea deal is still on, he said.

The U.S. Attorney's Office later could seek a reduced prison term for Fields -- should his cooperation help them unravel the web of alleged government corruption they've been investigating for four years. And Fields' cooperation would help him when he's sentenced later in the racketeering case.

Fields is the only person convicted so far in the investigation, which has zeroed in on multimillion-dollar bond deals at **Port Everglades**. The deals generated millions in fees for a group of lawyers, lobbyists and investment banking firms.

Glynn, who has not been charged, played a central role. He used his political connections to persuade **port** officials to hire New York investment banking firms that put him on the payroll as a lobbyist.

The New York companies also hired Fields, though federal authorities could find little proof Fields did any legal work to earn the fees.

Caption:

photo: Eli Louis Fields (b)

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BROWARD'S BEST: EIGHT WHO MADE A DIFFERENCE

Author: CONNIE PRATER Herald Staff Writer

Article Text:

One was a crusader for Broward taxpayers. Another stood by the side of the road with a big "Thank You" sign after voters elected her their first woman legislator. Yet another was the first woman mayor of Dania.

Together, Sunday's eight inductees into Broward County's Women's Hall of Fame represent about 500 years -- the total of all their ages -- of service and activism.

Betty Mae Jumper, a recent inductee to the Florida Women's Hall of Fame, was named an honorary member of the Broward Hall. Jumper was the first Seminole Indian to graduate from a Florida public high school and the first woman elected to chair the Seminole Tribal Council.

Not surprisingly, all of the inductees are well-known and outspoken activists who have grabbed more than a few newspaper headlines over the years.

"Too many young people take for granted the things women have won today," said Annette Van Howe, herself an inductee and president of the Broward County Women's History Coalition. The group of 42 women's organizations sponsors the Hall of Fame.

"We have to know our past in order to have a future," Van Howe said.

The fourth annual Hall of Fame induction coincides with Women's History Month to recognize women's contributions to society, organizers said.

Winners were chosen from among 32 nominees. A five-member selection committee rated answers to key questions. Those with the highest scores were inducted.

Said Fort Lauderdale lawyer Karen Coolman Amlong, Broward's first woman state legislator: "I'm just

proud to be a part of the stream of women in history who've done something in history to make a difference."

Elizabeth "Bettie" Clark thanked those who helped in her causes through the years.

"I don't think they're honoring me so much as they're honoring a wonderful, supportive community," said Clark, who led the drive to add girls to the Boys Club of Broward County, then raised \$760,000 for expansion and additional programs.

Meet the honorees:

The late Mae Horn McMillan was a founder of the Pine Crest School, which she started in 1939 as a tutoring school for children of vacationing tourists. McMillan was born in Corning, Iowa, and moved to Florida with her husband Albert in 1925. Before founding Fort Lauderdale's Pine Crest, she taught French, Latin, algebra, English and physics at Dania High School. Her son, Bill McMillan, accepted her plaque for her.

Elizabeth Landrum Clark, 69, of Fort Lauderdale, led the drive to add girls to the Boys Club of Broward, then raised \$760,000 for the change and additional programming. She was the first chairwoman of the Promenade on Las Olas Boulevard to raise money for the Museum of Art.

Mary Cooney Crum, 69, of Fort Lauderdale, developed a foster grandparent program that unites elderly people with children with special needs. The program has become a national model. She also developed youth programs for runaways, pregnant teenagers and drug abusers.

Helen Ferris, 76, a retired day-care center owner, became known as the voice of Broward's taxpayers through her tireless public advocacy before the now-defunct **Broward County Port Authority**. Ferris blew the whistle on expensive rings purchased by the authority. She also stopped port plans to put a sludge treatment plant and medical waste incinerator on port property. It was Ferris who suggested the County Commission disband the authority to save money.

Bobbie Grace, 49, is vice mayor of Dania. She was first elected to the Dania City Commission in 1989 and re-elected for a four-year term in 1993. She became the city's first black woman mayor in March 1993, serving a one-year term after receiving the highest number of votes. Among her many community accomplishments, she is founder of the Dania Activity Committee, a grass-roots group formed to support community and recreational programs for low-income families.

Suzanne Nathan Gunzburger, 55, was elected to the Broward County Commission in 1992. Before that, she was vice mayor of Hollywood and a city commissioner for 10 years. In Hollywood, Gunzburger refused to allow the Jaycees to bid on a bus bench contract because they didn't accept female members. She also refused to join the Kiwanis Club until women were allowed to join as members rather than part of the auxiliary.

Anne Mackenzie, 45, is a state representative from Fort Lauderdale. A Wisconsin native, Mackenzie moved to Broward in 1972. She was elected to the Legislature in 1980 and proceeded to set a string of firsts: the first woman chair of the House Finance and Taxation Committee; the first woman to serve as House Majority Leader; the first woman to chair the Broward Legislative Delegation; and the first woman co-chair of the powerful House Rules Committee.

Karen Coolman Amlong, 47, is a Fort Lauderdale lawyer who specializes in employment, job discrimination and domestic violence issues. She was the first woman elected to the state Legislature from Broward and was an early member of the National Organization for Women. Amlong says her most significant accomplishment was winning a \$1.3 million judgment for her client in a sexual harassment suit in 1992. At the time, it was the largest award of its kind.

CORRECTION

A report in Monday's Herald about the Broward County Women's Hall of Fame inductees inaccurately described Betty Mae Jumper's educational background. Jumper was among the first Florida Seminoles to graduate from high school. She graduated from the Cherokee Indian Boarding School in North Carolina in 1944.

Caption:

photo: Broward Women's Hall of Fame includes Karen Coolman Amlong and Elizabeth Landrum Clark with Mary Cooney Crum and Betty Mae Jumper and Helen Ferris with Bobbie Grace and Suzanne Nathan Gunzburger and Anne Mackenzie and Bill McMillan who accepted for his mother the late Dr. Mae Horn McMillan (a)

Memo:

correction ran Mar. 14, 1995, see end of text

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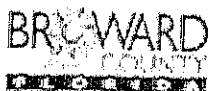
REPORT: LEAD PORT, AIRPORT, TOGETHER:[SUN-SENTINEL Editio

Scott A. Zamost, Staff Writer. Sun Sentinel. Fort Lauderdale: Jun 26, 1986. pg. 1.B

People: Dover, Willard
Section: LOCAL
Text Word Count: 603

Abstract (Article Summary)

[Willard Dover] said he expected the Project Horizon steering committee to approve the recommen
said the group will continue operating for at least 18 months to ensure that its proposals are carrier



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PORT HISTORY

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From the dreams of early South Florida settlers more than years ago, what is now known as Port Everglades first emerged as a means for local farmers to ship their produce. Visionaries of the late 1800s and early 1900s sowed the seeds for what would some day develop into one of the nation's most vibrant centers of trade and tourism.

Efforts for port development focused around a shallow lake that was separated from the Atlantic Ocean by a low sand ridge. This body of water, known as Lake Mabel or Bay Mabel, was soon called Bay Mabel Harbor. In 1911, the same year of Fort Lauderdale's official incorporation with William H. Marshall as its first mayor, members of the Florida Board of Trade passed a resolution calling for a deepwater port so farmers could ship produce to the north and west.

In 1913, Marshall and Frank Stranahan (who had arrived in 1893 to operate a ferry service and later added a camp and trading post on the banks of the New River) formed the Fort Lauderdale Harbor Co., which eventually opened the New River to the sea for small boats by digging out the Lake M Cut. And in the late 1910s, King conducted a survey for the Florida East Coast Railway (FEC) indicating that Lake Mabel was an ideal site for a rail and harbor operation to enhance trade with Cuba.

It was the founder and major developer of the City of Hollywood, Joseph Wesley Young, who, in the 1920s, played the most integral role in the ultimate development of a deep harbor at Lake Mabel. Christmas Eve of 1924, Young bought 1,440 acres of land adjacent to the lake with a \$2.075 million mortgage and he created the Hollywood Harbor Development Co. At this time, Hollywood was just coming into existence, Fort Lauderdale had fewer than 3,000 residents and all of Broward County had a population less than 30,000, but Young was convinced a deep harbor with ready ocean access would promote the area's growth and prosperity.

In 1925, Young began harbor development, at one point having 35 lumberjacks brought from Venezuela to clear a mangrove jungle. By the following year, with the nation in economic crisis, Young, who became Hollywood's mayor, sought the support of Hollywood and Fort Lauderdale voters in a harbor bond referendum. The sale of \$2 million in improvement bonds was overwhelmingly approved in the city, with voters celebrating with a band-led, torch-lit procession to Young's home.

A major hurricane struck South Florida Sept. 18, 1926, killing 243 people and causing damage (in

today's dollars) of more than \$1.5 billion. This slowed progress on the port and, combined with the Florida real estate crash and hard times into which the nation's economy was sinking, led to Your departure from the project. By 1927, the harbor became a project of its financiers and a special act of the Florida Legislature established the Broward County Port Authority.

On Feb. 22, 1928, with schools and businesses closed, some 85 percent of Broward's residents gathered for a harbor dedication event promoted as the "Wedding of the Waters." President Calvin Coolidge was to press a button at the White House detonating explosives to remove a rock barrier separating the harbor area from the ocean -- but when (and if) he pressed the button, nothing happened. The barrier was removed shortly thereafter and, by the end of 1928, some \$100,000 a year of cotton products were passing through the port to Cuba and elsewhere in the Caribbean and Latin America.

Fort Lauderdale's first airport was dedicated in 1929, the same year the port project was officially deemed "completed" and certificates were obtained for construction of a port railroad linking to the FEC. Also in 1929, the port welcomed its first cargo ship (the 385-foot *SS Vogtland* carrying sheet metal for construction) and first military ship (the *USS Antares*, carrying personnel of the 2nd Battalion of the Fleet Marine Force).

In the late 1920s and early 1930s, flour, feed, fertilizer, sugar, fruits and vegetables were common with the most promise. To promote the seaport's potential regional impact, several women's clubs conducted a name contest in 1930 and the regional moniker of "Port Everglades" was chosen to represent "the gateway to the rich agricultural area embraced in the four million acres at the port's back door."

Warren T. Eller, manager of the Fort Lauderdale Chamber of Commerce, became the port's first manager in 1932, and he quickly realized one of the port's strongest advantages was its open storage space. Targeting bulk commodities such as petroleum products, lumber, cement and scrap metal, he approached firms requiring large areas to store such materials as well as shippers to carry scrap metal to Japan and other Far East destinations.

In the 1940s, Port Everglades burgeoned as a military operation and by the 1950s it was already a point of call for various around-the-world cruise itineraries. It was at this time that the Fort Lauderdale Rotary Club began a tradition of greeting ships and serving Florida orange juice to passengers -- a tradition that would continue for two decades. In 1958, full harbor tugboat service began, with a port charter created the following year by the Florida Legislature reflecting the seaport's growth.

The 1960s yielded several milestone events in port land development. Florida Power & Light Co. brought four operating units on-line at its Port Everglades Plant. Petroleum products reigned as the port's predominant commodity and the storage tank farm kept growing. In 1965, the Broward County Port Authority was renamed the Port Everglades Authority. And, in 1967, 300 acres were bought for development of what would become the thriving Southport cargo terminal several decades later.

The late 1970s brought the opening of Foreign Trade Zone No. 25 and the first rail-mounted container gantry crane (owned by Sea-Land Service), followed by the first port-owned gantry crane in 1981.

the late 1980s, a third gantry crane was in place, the eighth cruise terminal opened and 30 berths operational.

Development in the 1990s included the 1991 opening of the Greater Fort Lauderdale/Broward Co Convention Center at Northport, opening of two parking garages, further cruise and cargo facility enhancements and, in 1994, the transfer of seaport governance from the Port Authority to Broward County government. This decade has seen a further diversification in port activity, with a boom in container traffic making Port Everglades one of the nation's top container ports.

As history has proven that careful planning pays off, the port is again updating its master plan to ensure continued growth and success through the coming years by staying at the cutting edge of technology and service.

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